

To-day's Advertisements.

CASTLE LINE OF STEAMERS.

FOR HANKOW (DIRECT.)

The Steamer "CAWDOOR CASTLE" will be despatched for the above Port on SATURDAY, the 13th Instant, at Noon.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 11, 1876. my13

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.
The Company's Steamship "VOLGA" will be despatched for MARSEILLES via SINGAPORE, &c., on SUNDAY, the 14th May, 1876, at 11 a.m.
For Freight, apply to
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 11, 1876. my14

CASTLE LINE OF STEAMERS.

FOR FOCHOOW (DIRECT.)

The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 17th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 11, 1876. my17

FOR SWATOW, AMOY & FOCHOOW.

The Steamship "NAMO," Capt. G. T. Westoby, will have immediate dispatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
Agents.
Hongkong, May 11, 1876.

FOR SHANGHAI.

The Steamship "GALATEA," R. Boehme, Master, will have immediate dispatch as above.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, May 11, 1876.

FOR LONDON.

The A British Clipper Barque "HOPE," Capt. Boulton, will load here for above Port, and will have immediate dispatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Agents.
Hongkong, May 11, 1876.

S. S. GALATEA, FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that their Cargo is being landed and stored at their risk into the Godowns of the Under-igned, whence delivery may be obtained. Goods remaining in store after the 18th Instant will be subject to rent.
Optional Cargo will be forwarded on, unless applied for by the Consignees before 4 p.m. to-day, the 11th Instant.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
Hongkong, May 11, 1876. my18

RUSSIAN S. S. TCHIHATCHOFF, RAPONOFF, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Under-igned, from whence delivery may be obtained.
Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so.
Goods remaining in store after the 19th Instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary is given before Three o'clock this afternoon.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
Hongkong, May 11, 1876. my19

FURNITURE WAREHOUSE.

A. H. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zealand Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris; where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.
Also, CHINESE and JAPANESE CURTAINS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.
Hongkong, May 11, 1876. no12

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
ALMA, German barque, Capt. Lehmayet, Melchers & Co.
LIZZIE, British barque, Captain John Mackay, Broadbear, Anthony & Co.
TARTAR, German brig, Capt. Kaemena, Melchers & Co.
OTAGO, British barque, Capt. Stadden, Imbert, German barque, Captain Matzen, Wm. Pustau & Co.
MARGARITA, British ship, Capt. Owens, Vogel, Hagedorn & Co.
HOBBS, British barque, Captain Boulton, Gibb, Livingston & Co.
COMET, American ship, Captain William E. Bray.
WILLIAM MANSON, British barque, Capt. G. King, Adamson, Bell & Co.
LOTUS, German S.M. Schooner, Captain H. Schierloh, Edward Schierloh & Co.
BRUNNEN, British ship, Captain J. Brunnwaldt.
WOLAN, German barque, Capt. Meyer, Wm. Pustau & Co.

To-day's Advertisements.

FOR LONDON.

The A British Clipper Barque "BRITISH CROWN," W. Andrews, Master, having the greater part of her Cargo engaged, will have quick dispatch as above. The Ship is now ready to receive Cargo.
For Freight, apply to
MEYER & Co.,
Hongkong, May 11, 1876.

SHIPPING.

ARRIVALS.

May 11, Ningpo, British steamer, 761, Rayner, Shanghai May 6, General.—SIEMSEN & Co.
May 11, Galatea, German steamer, 1289, R. Boehme, Hamburg March 25, via ports of call, and Singapore May 5, General.—SIEMSEN & Co.
May 11, Cyclop, German gunboat, 360, 6 Guns, 80 Horse-power, Von Reiche, from a cruise.
May 11, Tschitchoff, Russian steamer, 1556, Sefonoff, London March 17, via Ports of call, and Singapore May 5, General.—WM. PUSTAU & Co.
May 11, Lord MacDuff, British barque, 527, Alex. MacDonald, Saigon April 28, Rice and Sundries.—CHINESE.
May 11, Thermopylae, British ship, 948, Matheson, Sydney March 23, Coal.—ADAMSON, BELL & Co.
May 11, Papa, German barque, 750, Pascho, Liverpool Jan. 6, Coal.—SIEMSEN & Co.
May 11, Minna, German barque, 456, Thuren, Keelung May 7, Coal.—WM. PUSTAU & Co.
May 11, Norma, British steamer, 606, Walker, Swatow May 10, General.—KWOK ACHONG.

DEPARTURES.

May 11, Thingalla, for Saigon.
May 11, Douglas, for Coast Ports.
May 11, Asia (French), for Singapore.
May 11, Altona, for Saigon.
May 11, G. S. Cyclop, for a cruise.
May 11, H. M. S. Egeria, for Hainan.
May 11, Rajanathianhar, for Bangkok.

CLEARED.

Asia (Danish), for Saigon.
Venice, for Hankow.

PASSENGERS.

ARRIVED.—Per Ningpo, from Shanghai, Mr and Mrs Jordan and 2 children, Mrs Poignand and 2 children, 27 Chinese, and 20 shipwrecked native seamen.
Per Galatea, for Swatow, Mrs Plesdorff; for Shanghai, Mr S. Ritter von Fries (Austrian Lieut. of the Aust. forces), and for Hongkong, Mr Harding and 28 Chinese.
Per Tschitchoff, 3 Cabin for Shanghai.
Per Norma, 100 Chinese.
DEPARTED.—Per Thingalla, about 200 Chinese.
Per Douglas, for Swatow, Rev. J. Lamont; for Foochow, Messrs H. R. Smith, W. L. Hunter and Geo. Oliver, Mr and Mrs Masfen, and Mr A. W. Walkinshaw; for Shanghai, Major Brodigan.
Per Rajanathianhar, 1 cabin and 20 Chinese.
TO DEPART.—Per Asia, for Saigon, 20 Chinese.

SHIPPING REPORTS.

The German steamer Galatea reports: fine weather throughout the passage.
The Russian steamer Tschitchoff reports: from Singapore, experienced fine weather with heavy confused sea.
The British barque Lord MacDuff reports: left Saigon 27th ult. and Cape St. James 28th. Experienced light N.E. wind and calms until the 8th inst. in Lat. 10-40 N. and Long. 112 E., when encountered very strong gale, commencing at N.N.E. veering round by N. to N.W. with a heavy cross sea. The British barque E. M. Young left Cape St. James in company with us bound for this port.
The British steamer Norma reports: strong N.E. and E.N.E. winds and cloudy weather throughout.
The British ship Thermopylae reports: Had fine weather until the 8th inst., when experienced strong S.E. winds and misty weather with a falling glass. At about 3 a.m. on the 9th wind freshened rapidly, but blew steadily from the S.E. until noon, when it began to veer to the southward, and about 1 p.m. was blowing well from the westward. Between 3 and 5 p.m. the gale was at its height, when we lost our fore-top-sail. At 7 p.m. the wind moderated, and at midnight had moderately strong breeze with heavy cross sea.

The German barque Papa reports: had moderately fine weather to Mendocina Straits when experienced strong S.E. winds. On Monday the 8th the breeze freshened and at night had to shorten sail, and on Tuesday morning it was blowing a gale and the glass was still falling, ran before it under reefed fore-sail. The wind veered from S.E. round by South to W.N.W., the glass having meantime fallen to 29.20. At 2 p.m. weather moderated and wind fell away before night to almost a calm with heavy confused sea. When the gale commenced we were in Lat. 18.50 N., and Long. 117 E., and when it fell calm our lat was 21 N., 115 50 E.

The German barque Minna reports: had fine weather until the night of the 8th, when a little to the northward of Breaker Point experienced a strong gale which commenced from the E.N.E. and went round to N.W. round by North. Shipped large bodies of water which stove in our starboard bulwarks, washed away one of our boats and several casks, small spars &c. Ship labouring heavily. Hove to under close-reefed main top-sail. Some two or three large spars on deck got adrift, and the Captain and one of the crew were injured, but not seriously, by their coming against their legs.

CARGO.

Per S. S. Agamemnon, from Hongkong for London, sailed 8th May, 1876.—809,555 lbs. Congrua, 1,844 lbs. Scanted Orange Pekoe, 4,200 lbs. Scanted Capet, 25 pkgs. Silk Piece Goods, 88 pkgs. Waste Silk, 30 pkgs. Cane, 50 pkgs. Star Aniseed, 80 pkgs. Essential Oil, 126 pkgs. Matting, 86 pkgs. Chinaware, 851 pkgs. Preserves, and 50 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—
For SWATOW.—
Per JEDDAH, at 10.30 a.m. To-morrow, the 12th inst., instead of as previously notified.
For MANILA.—
Per BOROGON, at 11.30 a.m. To-morrow, the 12th inst., instead of as previously notified.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet HINDOSTAN, will be despatched with the Mails for Europe, &c., on SATURDAY, the 20th inst.
The following will be the hours of closing the Mails, &c.:—
Friday, May 13.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.
Saturday, May 20.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters, Registry of Letters ceases.
10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until
11 a.m., when the Post Office closes entirely.
11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindley to Singapore may be posted on Board the Packet on payment of a Late Fee of 48 cents extra postage.
1.15 p.m., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, May 11, 1876. my20

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE.

For SINGAPORE & PENANG.—
Per NORDEN, at 2.30 p.m. on Friday, the 12th inst., instead of as previously notified.
For HANKOW.—
Per CAWDOOR CASTLE, at 11.30 a.m. on Saturday, the 13th inst.
For NAGASAKI, KOBE, AND YOKOHAMA.—
Per OXFORDSHIRE, at 11.30 a.m. on Saturday, the 13th inst.
For BANGKOK.—
Per QUARTA, at 2.30 p.m. on Saturday, the 13th inst.
For HAINAN & CANTON, Overland.—
Per JEEBEEHOX, at 5 p.m. on Saturday, the 13th inst.
For SINGAPORE, CEYLON, ADEN, SUEZ, EUROPE, AND THE UNITED KINGDOM.—
Per VOLGA, at 9 a.m. on Sunday, the 14th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet MEIKONG, will be despatched on SATURDAY, the 13th May, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.
Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked Paid to Galle only; they will go on from Galle as unpaid. The following will be the hours of closing the Mails, &c.:—
Friday, 12th May.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.
Saturday, 13th May.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late Letters.
11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 a.m., when the Post Office closes entirely.

ALFRED LISTER, Postmaster General.

General Post Office,
Hongkong, April 28, 1876. my18

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on MONDAY, the 15th inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—
2 p.m., Registry of Letters ceases.
2.30 p.m., Post Office closes.
2.30 p.m., Post Office may be posted on board the Packet with Late Fee of 12 cents extra Postage until
2.50 p.m., when the Mail is finally closed.
Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.
Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.
The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be registered through, but only to San Francisco (8 cents.).
The following are the charges on Correspondence thus sent:—
Per half ounce, Hongkong U.S. Stamps 5 cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence, ... 8 3
Aspinwall, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curaçao, Fiji, Greenland, Jamaica, New Granada, Nicaragua, Panama, ... 8 5
West Indies, ... 8 6
Hawaii, Newfoundland, ... 8 10
Guatemala, Mexico, Salvador, Venezuela, ... 8 10
Belize, Greytown, Guiana, Honduras, Managua, Santa Martha, Tait's Island, ... 8 12
Brazil, ... 8 15
Bolivia, Ecuador, Chili, Peru, Argentine Confederation, Buenos Ayres, Paraguay, Uruguay, ... 8 23
Newspapers (not over 4 oz.) 2 4
Books, &c., per 4 oz. 6 10
Any articles found enclosed in Newspapers or Book Packages (as silk scarves, jewellery, &c.) will be detained.

ALFRED LISTER, Postmaster General.

General Post Office,
Hongkong, May 1, 1876. my18

MAILS BY THE ENGLISH PACKET.

The English Contract Packet HINDOSTAN, will be despatched with the Mails for Europe, &c., on SATURDAY, the 20th inst.
The following will be the hours of closing the Mails, &c.:—
Friday, May 13.—
5 p.m., Money Order Office closes.
6 p.m., Post Office closes except the Night Box, which remains open all night.
Saturday, May 20.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 a.m., Post Office closes except for Late Letters, Registry of Letters ceases.
10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until
11 a.m., when the Post Office closes entirely.
11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindley to Singapore may be posted on Board the Packet on payment of a Late Fee of 48 cents extra postage.
1.15 p.m., Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, May 9, 1876. my20

General Memoranda.

SATURDAY, May 13.—
Noon.—Esmeralda leaves for Manila.
Noon.—French Mail leaves for Ports of Call and Europe.
Noon.—Oxfordshire leaves for Nagasaki, Kobe and Yokohama.
Noon.—Cawdor Castle leaves for Hankow (direct).
3 p.m.—Quarta leaves for Bangkok.
SUNDAY, May 14.—
11 a.m.—Volga leaves for Marseilles via Singapore, &c.
MONDAY, May 15.—
3 p.m.—American Mail leaves for Yokohama and San Francisco.
9 p.m.—Meeting of Zetland Lodge.

TUESDAY, May 16.—
Goods per Anchises undelivered after this date subject to rent.

WEDNESDAY, May 17.—
Braemar Castle leaves for Foochow (direct) on or about this date.

THURSDAY, May 18.—
Goods per Galatea undelivered after this date subject to rent.

FRIDAY, May 19.—
Goods per Tschitchoff undelivered after this date subject to rent.

THURSDAY, May 25.—
Anchises leaves for London on or about this date.

THURSDAY, June 1.—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer Oceanic leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—Norden leaves for Singapore and Penang.

Auctions.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.
Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

The publication of this issue commenced at 7.25 p.m.

BIRTH.

At Shanghai, on the 5th inst., the Wife of Mr EDMUND R. BEAMES, Esq., of a Son.

DEATH.

On the 11th May, at Shamsen, Canton, the infant Daughter of ALEXANDER G. LEVYSON, Esq.

THE CHINA MAIL.

HONGKONG, THURSDAY, MAY 11, 1876.

The communication we published yesterday from an Official of the Customs' Service at Canton, commencing upon a leader that appeared in this journal with reference to the spy system established, or at all events, promoted by the Hoppo in this Colony, should not be passed over without a few remarks. It appears to us that the communication materially strengthens the remarks we made on this most objectionable system—for it is a system upon the writer's own showing. In the first place it is admitted by this Official that informers are in the habit of visiting the Customs' cruisers, for he says, "Of course he (Wong Apang) had often to speak for Captain Palmer with informers." It is not a matter of the slightest importance whether or not Wong Apang had direct instructions to look out for informers in the sense of searching for them; informers in a general way do not require much of a look out to be kept for their coming under such circumstances as these, and it is quite sufficient to know that part of Wong Apang's duties was to act as interpreter between them and the Captain. The writer's chief point seems to be that the Customs' Service have no paid spies in the Colony. We did not say they had paid spies, in the sense of men receiving a regular salary; and as the writer very candidly points out the paying of special men as informers would tend to defeat the objects in view. An informer would speedily get known for what he was, and particular care would soon be taken by the parties most interested that he had little information to give. The Officials of the Canton Customs' Service are far too quick-witted to commit such a blunder as establishing a salaried staff of spies in this Colony—they know there will be no lack of informers if they pay them well on the "piece work" system, and that information can be obtained much more readily in this way. There seems to be no doubt that the informers are paid for the work they do, for the writer adds, "They know that if their information is good and leads to the detection of smugglers, that they get a percentage on the proceeds of the confiscation or fine, and they also know that if they give false information they will be hand-

ed over to the Chinese officials for punishment, as has been done in more cases than one." So it appears that the spies are well paid for good, and punished for false information by the Chinese officials. In our previous article on the subject we remarked that these spies do not confine their attention to opium smuggling, as was proved by the evidence generally, and particularly by the witness's assertion that the prisoner gave evidence not only in regard to this kind of trade but "about other sorts of cargo." We added that had these spies been specially employed to prevent smuggling there would not have been so much cause for complaint, although any system of foreign espionage in the Harbour is objectionable under any circumstances, and would not be tolerated for such a purpose in European waters; but when we find spies set to work to ferret out information respecting all kinds of cargo leaving the Colony to facilitate the hampering of its trade by the levying of dues and "squeeze" of various descriptions on the same, the case becomes a very different one. The writer has not taken any notice of this assertion in the evidence, and he leaves the statement to the effect that these spies do not confine their attention to smuggled goods quite unchallenged. On the whole the main fact remains, and is admitted by the writer, that we have a system of espionage going on in this Harbour for the benefit of the Hoppo of Canton and to the detriment of the trade of the Colony. This is what is mainly objected to by the residents in this Island, and the chief fact we wished to point out when we previously wrote on the question, and now we are glad to find our statements on that occasion backed up by no less an authority than an official in the Customs' Service at Canton; who, it must be admitted, writes in a very fair and candid spirit.

It can be safely asserted that in no country is there greater freedom of the Press than in China. With all the enlightenment of Western nations, and the boasted freedom of the Press in Europe, there is no country from the Atlantic Ocean to the Caspian Sea whose Government would have the honesty or moral courage to establish a newspaper for the criticising of its own and all official acts in the kingdom, and yet, forsooth, this has been done for a thousand years in the Celestial Empire! China is indeed a country of strange incongruities. Although its officials have founded, maintained, and taken most exceptional means for circulating a journal for publicly criticising and recording their behaviour, at the same time there is no country in the world in which there is more official dishonesty and corruption. Then, again, here is a country in which the art of printing was earliest known, in which the first journal was printed, and in which literature has had an undoubted and influential sway for many centuries, not having, until within the last year or two, a single newspaper, or scarcely more than a pretence to civilisation. This is all the more remarkable when it is considered that the Chinese are essentially a reading people as is clearly evidenced by the success that has attended the establishment of native newspapers in this Colony, and at Shanghai.
Appropos of the Peking Gazette a translation of a most characteristic memorial and decree which appeared in that venerable publication on the 2nd instant appears in the North China Daily News of the 5th May. The memorial is from the Censor Yuan Ch'eng-yeh, and he represents that the prevailing drought may be accounted for by the laxity and unprincipled conduct which has flourished of late in official life, for which reason he entreats that all the departments of Government may be called upon to reform their ways, and also that an edict be promulgated calling for advice and exhortation. In reply to this memorial a decree is published admonishing the official body throughout the Empire to put forth the most loyal and devoted efforts, to abandon intrigue and selfish manoeuvres and to adhere to a rule of strict justice in all transactions whether of reward or punishment. If half the hebeasts in the Peking Gazette were compelled with China would indeed be a happy country.

THE SPIRIT OF THE MORNING PRESS.

The Press says that the crusade of the new Viceroy of Canton against the vice of gambling was perhaps prosecuted with more zeal than discretion, and the result of the efforts made by His Excellency are altogether satisfactory. Openly the vice is not indulged in to the same extent, and a large proportion of the gambling establishments have been shut up. But the gamblers still carry on their operations in secret, it is reported, to a large extent. Added to this fact great numbers of them have taken to thieving and burglary. It is feared by some that these reforms were instituted by the Viceroy rather with the hope of gaining a reputation for vigorous and upright administration than from a sincere desire to purge the City from evil doers and keep in check the criminal classes; and knowing how speedily Chinese officials weary in well-doing the Press is somewhat disposed to credit the report. The Press also says it is hard to discover what further measures can be resorted to to check the traffic in young girls in this part of the world. If the Chinese could establish in the Police force, they could

doubtless put their hands on a large number of offenders belonging to the above class, but few of them probably care to volunteer information or to hunt up cases of the sort. They should, however, be encouraged to keep a strict watch on suspicious characters, and check them in their nefarious attempt to export young girls from the Colony.

THE HONGKONG NATIVE PRESS.

This Chinese Mail refers to the Alabama claim and the surplus money from the indemnity.

The Chung Ngai San Po suggests to the Canton authorities to adopt some means to dispose of the beggars.

The Universal Circulating Herald comments favourably on the active steps the Chinese authorities have taken to suppress secret societies.

LOCAL AND GENERAL.

We are informed by the Agents that the S. S. Sumatra left Singapore for this port yesterday afternoon, the 10th inst.

We learn that the wreck of the steamer Kungtung was sold at Mr W. K. Hughes' office to-day for \$1850. She was bought, we believe, by Mr Thos. Green.

Tex Amazons, with outward mail, was to leave Saigon yesterday (Wednesday) afternoon. We further learn that she passed Cape St. Jacques at 8 a.m. to-day on her way to Hongkong.

An Inquest was held this morning at 10 o'clock at the Government Civil Hospital, by Mr James Russell, Coroner, with Messrs J. O. Kruse, Rustonjee Sapoorjee Woonwalla, and Daniel da Rosa, as Jury, on the body of a Chinese woman who was supposed to have poisoned herself at British Kowloon. After the body was viewed the Inquest was adjourned till 4.30 p.m. to-day.

THE LATE GALE.

By the Ningpo, Capt. Rayner, we learn that the weather has been very severe up North. On the night of Monday, there was every appearance of a typhoon, and at 3 a.m. the glass fell to 29.28, and the wind veered from N.E. to W.N.W. and blew a perfect hurricane. At noon on Tuesday, between the Lamcocks and Breaker Point, they sighted a dimasted fishing junk showing signals of distress, and Capt. Rayner sent a boat to their assistance and took the crew, 7 in number, off the junk which was a complete wreck. At 3.30 p.m., off Breaker Point the Ningpo sighted another junk dimasted and rudderless, which proved to be a trader loaded with bean-cakes and a few barrels of Hemp. They found 12 men on board of her in a most helpless and exhausted condition, the junk being stove in in many places and at the mercy of the waves. These men reported that 7 of their number had been washed overboard the night previous, when the mast carried away. The Ningpo managed to save about 30 bales of hemp and some of the crew's clothing. These men reported that they had seen 3 other junks capsized during the height of the gale, and the Ningpo passed a great quantity of wreckage along the coast. About 4.50, a man was observed clinging to a mast in the water, and the chief officer of the Ningpo was sent to his rescue: the man appeared much exhausted and could not have held out much longer; he proved to be one of the missing seven and stated that the other six had perished. The men appeared very grateful for the kind treatment they had received from Captain Rayner and all on board the Ningpo; they were handed over to the care of the Police, and were taken before the Registrar General this morning.

To judge by the reports of the vessels which have arrived in the harbour to-day Hongkong has just escaped another serious disaster. The ships from the Southward report that the wind came in from the S.E. and veered round by South to the N.W., whilst at Hongkong and to the Northward the wind veered from N.E. round by North to North-West. Those vessels in the law of storms will no doubt be able to find the vortex or centre of the gale. The casualties reported as yet, however, are not very serious. The Thermopylae had her fore-top-sail blown away, and the German barque Minna lost a boat and several loose spars &c., which were on deck, and stove in her starboard bulwarks. We are sorry to hear that her Captain and one of the crew received some injuries from the shifting of some large spars on deck.

NEWSWHANG.

A correspondent writes to us from Newchwang, under date of May 1st.—"Nothing new here. We are most anxiously on the look-out for rain; having, as yet, not had a drop. A second dry season would cause no end of misery to the country folk, who, last year, suffered greatly from this cause. A party of Koreans came in some days back. The gate opened for the Spring Fair on the 1st April, and

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 11th MAY, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *s.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apar	5 c	Mactavish	Brit. str.	1392	May 10	David Sassoon, Sons & Co.	Saigon	daylight
Asia	4 k	Molsen	Dan. str.	883	May 6	Siemssen & Co.	Saigon	
Bombay	4 k	Smith	Brit. str.	1387	April 11	P. & O. S. N. Co.	Yokohama	Mails
Bramar Castle	4 c	Marshall	Brit. str.	1485	May 5	Adamson, Bell & Co.	Foochow	
Cassandra	3 k	Langer	Ger. str.	1419	May 9	Jardine, Matheson & Co.	Hankow	K'loong Dock
Caydor Castle	...	Craig	Brit. str.	5079	April 29	P. M. S. S. Co.	Yama & S. F. cisco	Mails
City of Peking	3 h	Maury	Amer. str.	5079	May 9	Gilman & Co.		
Duna	4 k	Thomson	Brit. str.	1389	May 10	Siemssen & Co.	Shanghai	
Galatea	5 c	Boshme	Ger. str.	1397	May 8	Remedios & Co.	Amoy	
Gunga	3 c	Grewer	Feh. str.	994	May 6	Gee Cheong Hong	Swatow	To-morrow
Jeddah	5 c	Clark	Brit. str.	1680	May 10	Captain		
Killarney	3 c	O'Neill	Brit. str.	701	May 1	Yuen Fat Hong	Bangkok	
Kjobenhavn	6 k	Paulson	Dan. str.	1413	May 7	Gilman & Co.	Foochow	
MaeGregor	5 c	Grainger	Brit. str.	1010	May 10	Messageries Maritimes	Marseilles, &c.	Mails
Melkong	5 k	Foache	Feh. str.	1146	May 6	H. Kier	Foochow	
Montgomeryshire	4 k	Sturrock	Brit. str.	778	May 2	Jardine, Matheson & Co.	S'apora and Penang	To-morrow
Norden	4 c	Jensen	Dan. str.	1228	May 2	Jardine, Matheson & Co.	Japan Ports	13th inst.
Oxfordshire	4 k	Jones	Brit. str.	17	May 7	Remedios & Co.		Laid up
Pasig	3 c	Lopez	Span. str.	280	June 18	Ang' Heard & Co.		
Pawtuxet	4 k	...	Amer. str.	1122	May 9	Jardine, Matheson & Co.		
Penguin	5 c	Cowell	Brit. str.	713	May 7	Wm. Pustau & Co.	Bangkok	13th inst.
Quarta	2 h	Haye	Ger. str.	174	May 2	Vogel, Hagedorn & Co.	Manila	To-morrow
Sorsogon	4 h	Lazarza	Span. str.	1726	May 9	Messageries Maritimes		
Tanais	5 k	Reynier	Feh. str.	1556	May 11	Wm. Pustau & Co.	Shanghai	
Tchihatchoff	5 c	Satonoff	Russ. str.	2000	April 29	Jardine, Matheson & Co.		
Vasco de Gama	7 c	Rios	Brit. str.	1270	May 2	Jardine, Matheson & Co.	Foochow	
Venice	8 c	Watson	Brit. str.	960	April 26	Messageries Maritimes	Marseilles	Repairing
Volga	5 c	Nomdedeu	Feh. str.	324	June 9	Kwok Achong		
Xottung	2 h	...	Brit. str.	...	...	...	Honolulu & S. F'co	
Sailing Vessels								
Alden Besse	3 c	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.		
Alma	8 h	Lehmeyer	Ger. bk.	385	April 26	Melchers & Co.		
Anna	4 k	Jessen	Ger. bk.	1496	May 9	Wm. Pustau & Co.		
Annie Fish	2 c	Hiffes	Amer. sh.	812	May 6	Vogel, Hagedorn & Co.		
Belted Will	3 c	Branthwaite	Brit. sh.	380	May 2	Wieler & Co.		
Brema	4 c	Pimpe	Ger. bk.	370	May 7	Russell & Co.		
Brigitta	4 c	Keroger	Feh. Sm. sh.	448	April 27	Lammert, Atkinson & Co.		
British Crown	7 c	Andrew	Brit. bk.	401	April 22	Wm. Pustau & Co.		
Cap Horn	1 h	Green	Ger. bk.	673	April 24	Siemssen & Co.		
Caroline Behn	1 h	Schmidt	Ger. bk.	287	April 30	Wm. Pustau & Co.		
Catherine Marden	8 h	Marden	Brit. sch.	844	April 24	Captain		
Chas. O. Leary	3 c	Stephen	Amer. bk.	200	April 30	Chinese		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	175	Jan. 8	Order		
Christina A. P.	3 c	Federico	Amer. sch.	344	May 1	Russell & Co.		
Columbia	2 h	Solano	Brit. bk.	1157	April 23	Tudor Company		
Comet	6 h	Bray	Amer. sh.	900	April 23	Eduard Schellhass & Co.		
Commissary	8 h	Hunter	Brit. sh.	395	April 25	Wieler & Co.		
Corinne	8 h	Gorman	Brit. bk.	275	May 2	Wm. Pustau & Co.		
F. H. Jessen	4 c	Rasmussen	Ger. bk.	397	April 21	Eduard Schellhass & Co.		
Fano	4 k	Norby	Dan. bk.	316	April 23	Eduard Schellhass & Co.		
Feiga	4 k	Christiansen	Dan. bk.	330	April 30	Eduard Schellhass & Co.		
Flensborg	2 h	Koedt	Dan. bk.	377	May 3	Jardine, Matheson & Co.		
Flodden	3 c	Murdoch	Brit. bk.	148	Dec. 18	Frazier & Co.		Repairing
Franz	4 c	Hildebrandt	Brit. sch.	272	Dec. 30	Eduard Schellhass & Co.		
Gustav Adolph	4 c	Oehlmann	Ger. bk.	400	May 7	Siemssen & Co.		
Hieronymus	8 c	Beahl	Ger. bk.	454	April 29	Vogel, Hagedorn & Co.		
Hope	...	Boulton	Brit. bk.	464	April 24	Wm. Pustau & Co.		
Iphigenia	4 c	Matzen	Ger. bk.	287	May 1	Gilman & Co.		
Jerfacon	2 k	Bentley	Brit. sch.	693	Mar. 20	Vogel, Hagedorn & Co.		
Jonathan Chase	4 c	Curtis	Amer. bk.	400	April 27	F. Degenaer		
Kvik	3 c	Lorang	Norw. bk.	385	May 2	Broadbear, Anthony & Co.		
Lizzie	4 k	Inokay	Brit. bk.	216	May 3	Eduard Schellhass & Co.		
Lochiel	2 k	Ewen	Brit. sch.	527	May 11	Chinese		
Lord MacDuff	4 c	MacDonald	Brit. bk.	240	May 6	Eduard Schellhass & Co.		
Louisa	3 k	Shierloh	Ger. sch.	553	May 2	Landstein & Co.		
Louise Marie	3 k	Laine	Feh. bk.	289	May 3	Melchers & Co.		
Madagascar	8 h	Spason	Ger. bk.	604	Mar. 17	Vogel, Hagedorn & Co.		
Margarite	4 k	Owens	Brit. sh.	500	April 10	Rozario & Co.		
Marquis of Argyll	2 k	McKeon	Brit. bk.	229	May 8	Jardine, Matheson & Co.		
Miss Kilmansegg	8 c	Finlayson	Brit. bk.	630	April 23	Rozario & Co.		
Mount Lebanon	8 h	Hall	Brit. bk.	354	April 30	Wieler & Co.		
Naworth Castle	8 h	Linklater	Brit. bk.	436	April 26	Captain		
Otago	3 c	Snadden	Brit. bk.	582	May 8	Arnhold, Karberg & Co.		
Otter Caps	8 c	Morday	Brit. bk.	433	April 21	Wm. Pustau & Co.		
Pallas	3 c	Lueders	Ger. bk.	296	April 25	Siemssen & Co.		
Prince Arthur	4 c	Wells	Brit. bk.	387	May 10	Siemssen & Co.		
Racehorse	2 h	Olsen	Siam. bk.	626	April 24	Arnhold, Karberg & Co.		
Ricaa Genova	3 c	Cummins	Brit. bk.	892	May 8	Jardine, Matheson & Co.		
Rota	1 c	Hansen	Dan. sh.	321	May 4	Eduard Schellhass & Co.		
Scotia	4 c	Duncan	Brit. bk.	1596	Mar. 23	Russell & Co.		
Shalimar	3 k	Cotter	Brit. sh.	1399	April 23	Order		
Swallow	8 c	Hoves	Amer. sh.	490	May 6	Melchers & Co.		
Vidal	4 k	...	Feh. bk.	290	May 3	Order		
Vindex	8 h	Parkhouse	Brit. bk.	309	May 30	Captain		
Wealthy Pendleton	1 c	Blanchard	Amer. bk.	366	May 5	Adamson, Bell & Co.		
William Manson	8 h	King	Brit. bk.	459	May 7	Wm. Pustau & Co.		
Wodan	3 k	Meyer	Ger. bk.	963	May 4	Vogel, Hagedorn & Co.		
WHARF								
Charter Oak	...	Smith	Amer. sh.	286	May 5	Wm. Pustau & Co.	New York	
Marie Heydorn II	...	Muhlmann	Ger. bk.	383	May 5	Arnhold, Karberg & Co.	Tientsin	
Presto	...	Laidman	Brit. bk.	256	April 29	Melchers & Co.	Tientsin	
Tartar	...	Kaemona	Ger. bk.	2923	April 29	Jardine, Matheson & Co.	Tientsin	
Vancouver	...	Shaw	Brit. str.	247	May 3	Eduard Schellhass & Co.	Tientsin	
Victor	...	Sorensen	Norw. bk.	761	May 11	Siemssen & Co.	Shanghai	
CANTON								
Ningpo	...	Rayner	Brit. str.	783	May 8	Siemssen & Co.	Shanghai	
Yangtze	...	Schultze	Brit. str.	...	...	...	...

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Africa	6 c	Portug.	troopsb	900	...	...	May 8	Capt. Marques
Cyclop	6 k	German	gunboat	360	6	80	May 11	Von Reiche
Flamer	4 k	British	aux. naval hospital	...	...	...	...	D. M. Insp. Gen. Morgan
Keatsarge	6 k	American	corvette	638	6	500	April 20	F. V. McNair
Keatrol	6 h	British	gun vessel	462	4	100	Mar. 15	F. V. Theobald
Mesance	8 k	British	military hospital	2591	...	...	...	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Thistle	6 h	British	gun vessel	464	...	...	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	2	...	...	Commodore Farish
At Canton								
Palos	...	American	gunboat	306	...	...	April 18	W. R. Bridgeman
Yantic	...	American	gunboat	410	3	285	...	R. S. McCook

FOOCHOW SHIPPING IN PORT.

April 29, 1876.

Chan Sheng	British steamer
Cuba	for Shanghai
Fu Sheng	British steamer
Lapwing	British gunboat
Yang Woo	Chinese corvette
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

May 2, 1876.

MERCHANT STEAMERS.	
Aden	Chinese
Antenor	British
Columbian	British
Europe	British
Fire Queen	American
Formosa	British
Fusiyama	American

Galley of Lorne	British
Glennarn	British
Hainburg	British
Hanyang	British
Hindostan	British
Hirado	American
Hochung	Chinese
Honan	American
Howsang	Chinese
Huph	American
*Mikong	French
*Ningpo	British
Olympia	German
Pacuting	American
Shanghai	British
Swatow	British
Szechuen	American

* Since left port, or arrived at Hongkong.

Szechuen	...
Tokio Maru	Japanese
Viking	British
Yehsin	Chinese

MERCHANT SAILING VESSELS.

Cutty Sark	British ship
Ellen Browas	British barque
Hedwig	Swedish barque
Rifaman	British barque
Rita	Spanish barque
Wm. Van Name	for New York
MEN-OF-WAR.	
Atalante	French iron-clad
Charybdis	British corvette
Fremk	Russian gunboat
La Clocheterie	French corvette
Monocacy	American corvette
Surprise	French gunboat

very good prospects. The French Bishop and his Secretary are about to renew their attempt to cross the border."

RETURN of Visitors to the City Hall Library and Museum for the week ending May 10th, 1876:—

	European.	Chinese.
Thursday, May 4th,	131	518
Friday, 5th,	100	323
Saturday, 6th,	93	287
Sunday, 7th,	261	443
Monday, 8th,	46	68
Tuesday, 9th,	94	48
Wednesday, 10th,	76	448
Totals,	800	2,037
Grand total,	2,837.	

INQUEST.

The following is a continuation of the evidence taken yesterday in the enquiry concerning the death of the Chinaman who was scalded by the bursting of the superheater of the *Kinsan*:—

Captain A. Carey, master of the steamer *Kinsan*, was next examined:—On the morning of the 6th I left Hongkong as usual at 8 o'clock for Canton. About 20 minutes after starting, there was an explosion of the boiler, about 20 feet from the engine house. The saloon was filled with steam and smoke. I left the mate in charge of the wheel, and sent below to ascertain what was wrong. It was impossible for me to go into the main deck on account of the smoke and steam. There was a heavy sound of explosion, accompanied by a shock. We then cleared our boats; the *Ichang* stopped and remained by. Two Chinamen from excitement jumped overboard, and were picked up by those on board the *Ichang*. I made signal to the *Ichang* to come alongside. She did so, and the Chief Engineer had previous to this reported to me the explosion of the boiler. The *Ichang* then took over our passengers. The fire-room was filled with hot water. I should estimate the number of passengers from 350 to 400, judging from average. I do not know that any other passenger was injured in any way. There was one scalded (not the deceased). I saw him sitting in a chair in the saloon deck and I sent him to Hospital. He is still there. The deceased was lying in the fore peak near the small hatch there. He was dead then. My attention was called to him by some Chinese. This was after the passengers had been on board the *Ichang*. I had him picked up, and took charge of his property. One fireman had his foot scalded by hot water, and the Chief Engineer's hand. There are all who were injured, so far as I know. There was no damage to property. I have been in command of this steamer for the last 37 months continuously. I was not in Captain's moon Pass; I had been there, the ship would have gone ashore, as I had no control over the steamer, and she would have been drifted ashore. The *Ichang* began to run on the river on the 16th August. Previous to that the usual pressure was 21 lbs. Since the *Ichang* began to run, we have been running on 27 to 28 lbs. My orders from Captain Sands, the Marine Superintendent, were to beat the *Ichang*, but not to endanger in any wise the lives of the passengers. Since the beginning of this year, the nominal pressure was 25 lbs. We have not been racing; in fact there was no racing at all, because even with 24 lbs. steam we could beat her by an hour. On the day in question, I gave no orders to the Engineer to put on extra steam. We have no rule for the periodical examination of the boilers, or to report thereon, but the boilers were supposed to be looked to. I believe the Chief Engineer made an examination once a week, but I don't know that myself; there was no regulation. In November last, a steam pipe burst and the passengers were transferred to the *Ichang*.

The witness Lee Ayow was recalled. He confirmed the evidence he had given before. The steam came out of the door in the engine-room and blinded everybody. The deceased told me to run, and every one ran. The smoke and steam was so great that nothing could be seen. There was a great rush for the ladder to the upper deck. I saw no one hurt, because I was choked. I returned in the *Kinsan* because I had to look after the deceased. I was very slightly burned by the boiling water on the nose.

The inquest was adjourned till the 12th at 4 p.m.; the Jury, after about twenty minutes' deliberation, could not come to a verdict. The Court did not rise till past 7.30 p.m.

Swatow.

May 10th.

The British steamer *Riga* left here on the 2nd with about 750 coolies for Singapore. The British steamer *Glenartney* left on the 3rd for Shanghai; thence she proceeds to Hankow to load tea for London. The Norwegian barque *Regulus*, from Chefoo, arrived on the 2nd, the Brit. three-masted schooner *Auguste* left on the 4th for Chefoo. The British steamer *Estepona* left on the 6th for Saigon and comes direct back. On the 7th the British steamer *Savona* from Shanghai via Amoy, the German steamer *Olympia* from Shanghai and the British steamer *Flintshire* from Shanghai via Amoy arrived. The *Caribbrooke* arrived from Amoy on Monday. The British steamer *Rajah* came in on Sunday from the wreck of the *Japan*; it is reported that they have got some of the treasure, and have ordered treasure boxes to be made to take out when they leave, which will be in a couple of days. The new Commissioner of Customs, Mr C. Hannan, arrived by the *Namoa* on the 4th, and took charge on the 6th, also the new Acting British Consul Mr H. A. Giles, who took charge on the 6th, as well of the French Consulate. The British barque *Oscar Vidal* has been chartered for Tientsin, Newchwang and back, at 50 cents per piol, and the Brit. brig *Lunan* for Newchwang and back, at 25 cents per piol.

cul. The *Hastings* leaves in a couple of days for your port, when I believe she will be chartered for Home from Cobu or Iloilo. The British ship *Chanel Queen* leaves to-day for your port to fill up for London. Mr T. Watters, our late Acting Vice-Consul, left on Monday in the *Yesso* and proceeds to Takao, Formosa. Yesterday we were visited with a very strong gale from N. to N.E. with heavy rain; towards the afternoon the barometer commenced to fall and at 5 p.m. it was down to 28.50; the steamers in harbour got up steam, and several vessels sent down their royal yards, and a few of the vessels dragged their anchors. We have heard of no accidents as yet, except of a few roofs of unfinished buildings being blown down. The *Caribbrooke* was to have left yesterday for Singapore, but on account of the "blow" was detained until to-day. The gale abated about 1 p.m. this morning and the wind went round through to the S.W. and is now blowing strong with fine weather. Some of the residents and Captains of vessels say we shall hear of some typhoon having occurred somewhere near by.

Police Intelligence.

(Before James Russell, Esq.) May 10, 1876.

ALLEGED CONSPIRACY TO DEKAUD.

This case was continued to-day. Mr Brereton appeared for the prosecution. Mr Kingmill, instructed by Mr Denny, appeared for the defence of Mr Duncan, and Mr Handley, instructed by Mr Holmes, for Mr Rozario.

Mr James Liddell was recalled:—(A document put into his hands; it was a return of the measurement of the timber in stock. The witness had referred to it in his last examination, but the contents could not be formally proved.) The document shewn me and marked J, bears my signature, and shews teak-wood expended from 31st December 1875 to 16th February 1876, inclusive.

Mr Brereton: What else does it shew other than the entries of wood consumed? Mr Kingmill: No, ask what else does it shew.

Mr Brereton said the subsequent portion of his question was so closely connected with the subject that it could only make the question more intelligible.

Continued:—It also shews the balance of teak wood on 31st December 1875. Mr Kingmill having examined the document, said the stock book should have been produced. The document only purported to be an extract from the book.

Continued:—The amount of wood in stock on the 16th February was 1070 cubic feet, while the expenditure was 2484 cubic feet.

Mr Russell observed that in a case of this importance we ought to have the best evidence, the evidence of those who were employed in the measurement. Mr Brereton said it was impossible to get hold of those men now.

Continued:—I did not ascertain the actual measurements myself on the 16th February, but I accepted the results from Mr Rozario, who handed the return to me. The same teak-wood as that existed on the 16th February, less what has been used in the Dock, and of which an accurate account can be given, is now in the Dock. I have measured the quantity of teak wood in stock and found that there are 1718 cubic feet in stock. I ascertained the quantity used since 16th February. I think it is about 145 cubic feet, but am not sure.

Mr Jeaus, the present chief clerk, was called in to shew the book in order to verify the quantity expended. (Book scrutinized by counsel). The whole quantity consumed was 169 feet between the 31st Dec. 1875 and 16th Feb. 1876.

Mr Russell to Mr Liddell: Is that what you have made out to be the amount used? Witness: There is a difference of about 70 feet.

Mr Russell: Then we ought not to take that. You cannot say that what was served out for the use of the *Cheriot* and the *Amatoun Apar* was all used up or not.

After calculations, there appeared to be a difference of 82 feet, and Mr Brereton explained that allowance must be made for the waste in cutting up wood.

Continued:—I have ascertained that the work in stock on the 31st December 1875 was about 1890 feet in round numbers.

By Mr Kingmill:—At present the second clerk is keeping the stock-book. He has been keeping that book four or five months continuously. A man named Driver used to keep it before him; Driver was an assistant clerk or third clerk. He has gone to England now. He left eighteen months ago. A man named Pais kept it between the time Mr Driver left and the time Mr Gomez undertook it. Mr Pais was an assistant clerk, and had more wages than the second clerk, Mr Gomez. He was formerly Chief clerk at Whampoa, but getting sick, he was removed to Kowloon, as the climate suited him better there. Driver had been keeping the stock-book about twelve months before he returned home. He left because he complained of having too little wages. He had not said so to me, but he expected a larger salary in China when he left home. The entries in the stock-book were made up from the day-books. There were more clerks than one who kept the day-book. I fancy so. There is no rule in the office as to who is to make the entries in the day-book, it is always under the supervision of the chief clerk. There are small indent books issued to foremen of the different departments. Each foreman, when he wants anything from the storekeeper, fills up a form and sends it to the storekeeper, who files it. His duty is to hand the files of vouchers daily to the chief clerk, whose duty it is then to make the entries into the day-book. The vouchers are then bound up and filed. The vouchers should contain everything received and everything used, including teak-wood. The routine for drawing timber is for one of the carpenters to apply to the storekeeper. The chief storekeeper was a Chinaman, and he was under the chief clerk.

Mr Kingmill: Supposing wood is required for a particular job, what is the mode of getting it supplied?

Witness said the foreman in charge of the work looked out for the most suitable place and got the Chinaman to measure the quantity taken. The only means there were of verifying the quantity taken were the returns of the foremen. There were no vouchers kept for wood taken for other stores. When the memo. for wood was signed by the Chief Officer of a ship for the use of that ship, that would be a sufficient check for the purpose of rendering the account to the ship. It was for the purpose of protecting the ship.

Mr Kingmill: If a piece of timber is to be cut, who is to give that order? Witness: No, I Carpenter.

Mr Kingmill asked what was done with the cuttings left from the plank, and was the ship charged for the whole plank. Witness said the ship was charged for the whole plank, if it was very near the size wanted. If it was very far from the size, then the ship was charged for what was furnished.

Continued:—When the wood is supplied and paid for by the foot, the clerk superintends the measurement. In other cases, a Chinese carpenter takes the dimensions and makes a return to the Chief Clerk. A special man is told off for measuring wood; there may be two men told off in the same day sometimes. There is no one employed in the Dock specially in charge of the timber. If anybody, I suppose it is myself. There is a stock account of the timber kept; it is taken from the day-book.

Mr Kingmill: Do you often look at the stock-book? Answer: No, unless one might want to find out anything. I don't generally refer to the book to see the receipt and expenditure.

Mr Kingmill: Did you ever call for that stock book? Answer: No, I have not.

Mr Kingmill: Then of your own knowledge you cannot speak accurately as to the state of any of the articles in the stock.

Answer: I might, from casual observation. The Company had teak-wood in stock on the night of the typhoon, 22nd September 1874. It was stored in the same shed as Mr Duncan's, only on one side.

Mr Kingmill: How many piles of teak wood were in that shed, or stacks, if you like?

Answer: I don't know what you call a pile.

Mr Kingmill: Never mind. I call it a pile of planks and a stack of logs.

Answer: I don't know what you mean by a pile. What constitutes a pile? There was one stack of planks formed called Riach's lot. There were other lots of planking formed. The Company's teak-wood on that day consisted of logs, planks and crooks to the best of my recollection. Some of the stock known as Riach's lot remained after the typhoon. The remnants were 9 or 10 feet high.

Mr Kingmill: Have you any notion of the height of the stack previous to the typhoon?

Answer: I think it was higher than what remained.

Mr Russell said this was a very ingenious answer. Witness: I think it was 12 feet high.

Mr Kingmill: Have you any distinct marks on the wood belonging to the Company?

Answer: Yes, Sir, but I don't remember it. All teak-wood coming to the Colony is marked. The Company's special mark was not on the Company's teak-wood.

Mr Kingmill: Was there any distinctive mark on Riach's wood?

Witness: I don't know; there was a mark, but I don't remember what it was.

Mr Russell: Then is it not likely that the Company's wood would mix up with Riach's?

Witness: Ah! Riach's wood was on one side.

Continued:—I cannot say whether the wood on the side of the stack remained there the next morning. The top of the stack was flat next morning. A quantity of teak-wood which had been in the shed the day before was found lying jumbled in the dock. There was a considerable quantity. I should fancy that the wood lying jumbled about in the dock consisted of a portion of both lots in the shed.

Mr Kingmill: Was there much work in the Dock after the typhoon?

Witness: Yes, there was a good deal. Many ships came into Dock.

Mr Kingmill: Was there much teak-wood used?

Witness: No; not much.

By Mr Handley:—Rozario was formerly the chief clerk. His duty was chiefly office duty, indoor duty. He had charge of all the stores. It was not his duty to superintend the mechanical work. I think it was his duty to measure the wood.

Mr Handley: Was it his duty to measure the wood?

Witness: Yes, but not to carpenters. He was to measure new stock.

Mr Handley: How was it Mr Gomez measured Riach's lot?

Witness: It was not the Company's wood. I don't know who measured it.

Mr Russell: Do you know as a matter of fact that Mr Rozario superintended the measuring of that wood?

Witness: No, I did not see him about the place when the wood was being measured by the Chinese.

Continued: Document L is in the handwriting of Mr Gomez, Mr Jeaus and Mr Rozario. Mr Jeaus came from Aberdeen to help Mr Rozario.

Mr Handley: Were not the accounts made up from the materials furnished to Mr Rozario by the heads of the different departments?

Witness: No, the foremen, engineers and carpenters have nothing to do with stock taking.

Mr Handley: Did not A-woot and Boyer take the weights and measurements of the stock?

Witness: Yes.

Re-examined by Mr Brereton: A-woot and Boyer took the weights and measurements under the supervision and direction of Rozario.

Mr Brereton: Had the Company any timber in or about that shed of a similar kind to that which formed Riach's lot?

Mr Kingmill: Now I object to that. It is supplementary of a direct examination. It does not arise out of cross-examination.

Mr Brereton: It does arise.

Mr Russell upheld Mr Kingmill's objection, and Mr Brereton would not press the question.

Mr Brereton proposed to put in a plan of the Dock which had been prepared by Mr W. Wilson.

Mr Kingmill, while admitting the correctness of the plan, did not feel justified in accepting it without proof in a criminal case.

Mr Wilson was then examined. I am a civil engineer and an architect. The document I have in my hand is a plan of the ground and premises of the Dock at Kowloon belonging to the Hongkong and Whampoa Dock Company. It is an accurate map as the Dock now stands. I measured the thing out yesterday.

Mr Liddell was recalled and re-examination by Mr Brereton was continued. (Plan having been put into his hand, witness marked the place where the match shed had existed before).

By the Court:—I remember the timber forming Riach's lot being brought into the Dock. I don't remember how many logs there were.

In the course of the examination of this witness, Mr Russell said he happened to go over to Kowloon yesterday on an inquest, and had seen the place where the shed which contained the wood had been.

Continued:—The stack of wood was called Riach's lot because I understood that it was stored there for him. He is not now in the Colony, having gone to Shanghai. I cannot say whether the marks on our wood are the same as those forming Riach's lot. There were marks on the wood by the exporters. I think we had no planks stored in the same shed as Riach's. There were crooks, but how many I cannot say. I should think we had about 20 crooks in the shed. We had also 15 to 20 logs. We collected the wood after the typhoon. We could only distinguish the planks because we had more of the same. When the planks were restored, I believe the stack was not restored to its former height. I do not know how much had been left. I cannot swear that any logs were lost. I believe there were none lost. To the best of my knowledge, some crooks were lost, eight I think. Some of our cut-up teak logs were lost. We had about 60 or 70 4-inch teak planking destroyed or broken—at all events rendered unserviceable. Mr Duncan made no enquiry as to the loss of Riach's timber. There was very little teak used after the typhoon, until the *Lenora* and *Albay* were placed in our hands. There was at least 2000 cubic feet of teak belonging to the Company lying in the shed previous to the typhoon. The books will shew the various works which had been done in which teak was used. I had orders from Mr Duncan to report on the losses from the typhoon, and I handed the memo. to Mr Rozario. This was four or five days after I got the order, or about ten days after the typhoon. I don't recollect any expression of surprise on the small loss of timber. I was told that the wood of Riach's lot was passed over to the Dock Company.

Mr Russell: Who told you that it had been passed to the Company?

Witness: I knew it had passed from what Mr Rozario told me; I know there was something about it in the accounts.

Mr Russell: How, I ask you, when was this passed and under what circumstances?

Witness: Nobody told me, but I knew it had passed over.

Mr Russell: Under what circumstances? Can you shew any authority?

Witness: No; I know it was passed when I saw it in Asing's account.

Mr Russell: If you had no authority why did you use the crooks at all?

Witness: I don't know that I had used any crooks at all, not those crooks certainly.

Mr Russell: Did you use any of the logs?

Witness: We did not use any till some time afterwards.

Mr Russell: You passed Asing's account? Witness: Yes.

Mr Russell: You observed there was an item of 3049 feet of timber?

Witness: Yes, and I understood it had been passed over to the Company.

Mr Russell: Did you use any of the crooks mentioned in the accounts for January?

Witness: No, not for some time after.

Mr Russell: Except those two items for teak-wood in Asing's account, had you ever seen any item in Asing's account for teak-wood before?

Witness: No, Sir.

Mr Russell: Now, you were the superintendent of the dock and the superior of Mr Rozario, did you accept his statement that the wood had been passed over into Asing's account, and you made no objection?

Witness: Yes.

Mr Russell: Have you any knowledge of any of the crooks having been used?

Witness: I have not.

Mr Russell: Have you any knowledge of the crooks having been passed over?

Witness: No, I have not. There are 12 crooks in the yard.

Mr Russell: Then you must have used some of the crooks in Mr Riach's lot, there being so many of them as 94?

Witness: We must have used some of Riach's crooks. I thought there was only one lot sold, and that the crooks were included in the 3,049 feet given in April's pay list.

Mr Russell: How long have you been sole manager there?

Witness: I don't know that I am manager yet; I have never been confirmed. I was at first appointed at \$175 a month and house. I am now receiving \$250. I had been receiving \$50 for doing some of Mr Duncan's work and some of Capt. Minto's.

I got this \$50 extra from Capt. Minto. I got this \$175 from the Dock. The extra allowance I got of \$50 ceased when a permanent Secretary was appointed. Mr Duncan's confirmation as Secretary, I got an increase of \$35, but lost on the whole \$25 a month, as I was paid only \$200 a month instead of \$225 when Mr Duncan's confirmation, I applied for \$225 a month, and I spoke to Mr Duncan two or three times about it, and he told me that in two or three months I would get an increase.

Afterwards I got the increase of \$25 and all the arrears since the time the allowance of \$50 had been stopped. I got the increase about three years ago. I am now receiving \$250, and have been receiving it for a year and a half. I did not get any back pay on this increase. My next increase was from the 1st May 1875. The logs were taken over in April 1875.

Mr Russell: Did you expect Mr Riach to make a claim for the wood?

Witness: I don't know.

Mr Russell: Was there any bill in reference to it?

Witness: There was a bill for coolie-hire and boat-hire.

Mr Russell: Who paid it?

Witness: It had not been paid yet.

Continued:—Bill A has my signature as having received the timber. Bill B also bears my signature. They were not presented to me for signature as having received on behalf of the Company the logs and crooks as mentioned in Asing's account, before payments were made. Any person reading the documents would understand that I certified the goods mentioned there to have been supplied by Asing. I knew at that time, when I signed the April account 1875, that Asing had not supplied that timber.

Mr Russell: And yet you signed it without any note or explanation?

Witness: Yes.

Continued:—In the January account, I see the initials of one of the Directors ("R. D.") which are the initials of Mr Deacon. There are other initials; "J. S. L." I believe. They are the initials of another Director, Mr J. S. Lapraik. In the April pay list, there are the same initials. The list contains an item for 3049 cubic feet and is signed by me.

Mr Russell: Mr Liddell, I see there is an omission of some salary which has been put in. In whose writing is it?

Witness: That is in the hand-writing of Mr Gomez. It is certified to by myself and initialed by the Directors. (It was a drawing for book salary for March and April at \$25 each).

Mr Russell: Is it your duty to decide what sort of timber is wanted?

Witness: It is my duty to do so, and I index it for it as for anything else. The requisitions go to the Secretary. These requisitions were formerly submitted to the Directors.

Mr Russell: How do you know?

Witness: Because there is a space in the form for the approval of the Directors. I mean the old forms. Before the purchase was made, the Directors used to see the requisitions, which, whether approved or not, never came back to me. If approved, the Secretary was to get the things required. There is an account kept of what is indented for; there is a counter-foil. It is not often we have to indent for timber. We sometimes get stores without their being indented for, such as a cargo of wood might be sent there from England and other places. I don't remember having indented for the wood bought of Mr Deagenar in February and March. Our requisition book would shew it.

Mr Russell: If you indent for everything, how is it Asing has been supplying Main's hard-wood?

Witness: Sometimes, when we wanted things very urgently, I told the Chinese to get it, with sanction of course. I have told Asing two or three times to get a log, and he brought it.

Mr Russell: That being the case, the directors had no means of knowing whether what you certified as having been supplied had been supplied or not.

Witness: No.

Mr Russell: Then the directors must take your word.

Witness: They take the word of the Secretary too.

Mr Russell: That is to say if he looks into the account. Now as the manager of the place, is it not your business to look into everything?

Witness: If I were to look into every account, why, I need do nothing else.

Mr Russell: Then how did you observe the item for \$3049 in the April account?

Witness: It struck me as a large amount.

Mr Russell: Did you make any remonstrance.

Witness: No, I did not.

Continued:—I now produce the requisition, marked L. I received all those things. Mr Kingmill observed that this indent was not signed by any director, nor by the Secretary.

Witness said it was not.

Mr Russell then proposed an adjournment. He had an inquest at 4.30 p.m., and they had been sitting continually till 4 o'clock now.

The day of adjournment formed the subject of discussion.

Mr Brereton asked for postponement till to-morrow.

Mr Kingmill said he could not come, as he had some work which he must put through to-morrow.

Saturday was next proposed, but it was equally inconvenient to Mr Kingmill. He said the prosecutor's case could not suffer, as it could not possibly be tried at the next Sessions.

Finally it was arranged to adjourn the case till Monday next, at 11 a.m. Mr Duncan's bail was extended.

Mr Handley applied for bail for Mr Rozario. He urged that there was no evidence against him. Mr Liddell had testified that the wood had been passed over, and that Mr Rozario was simply making out the list, and under the orders of his superior.

Mr Russell: There is an application for Mr Rozario; what do you say to it, Mr Brereton?

Mr Brereton: Well, I must oppose it.

Mr Russell observed that the question really was what should

Mails.

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Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 12th May, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 8, 1876. my13

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THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, April 15, 1876. my15

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, May 1, 1876. jel

For Sale.

FOR SALE.

200 Cases CLARET from BORDEAUX.
Apply to
LANDSTEIN & Co.
Hongkong, March 10, 1876.

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1 VERY Handsome PHAETON.
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

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Pints, \$18 " " " " " "
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\$12 per case (1 dozen).

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Hongkong, June 26, 1876.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

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Hongkong, January 1, 1874.

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CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting business pro rata to amount of premium contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1873.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two MILLIONS STERLING.

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If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

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HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

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NO CHARGE FOR POLICY FEES.

JAS. E. OUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLIPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,
Agents.
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 5, 1874.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

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ADAMSON, BELL & Co.
Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
Hongkong, September 27, 1875.

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Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

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GILMAN & Co.,
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Hongkong, July 6, 1875.

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Intimations.

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Six Dollars will be paid for the above.

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ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

NOTE.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

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ADAMSON, BELL & Co.
Hongkong, March 24, 1876. je24

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Length of Dock, 455 Feet.
Breadth do., 92 "
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One Steam Launch.

Fifteen large native Cargo Boats, in good order.

The Land and Buildings of the Estate, situated on the River.

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For further information, apply to
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At 1090 Cash per Dollar Mexican.

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